



Commander Edward Metivier's Message:

Take a moment and walk along the pier with me!

There is still activity, people preparing for the winter and then suddenly everything is tranquil, we set our clocks back, it gets darker sooner, and we try to adjust to shorter daylight hours, time flies.

I am happy with the meetings we have had, but there is still a lot of room for improvement. We will be following up on what we began last year and this looks very promising, but I am going to need your help to do this, may I count on you?

Don't think that a few people are running the show and you're here just to turn the screwdrivers, you became a member because you love boating and you wanted to meet other people that felt the same way as you. Well since you have done that and have had so many good moments don't keep it a secret, give other people the opportunity to join and enjoy the same pleasures.

We have a lot of happiness to sell and it's easy. Just make up your mind to do it and then look at yourself in the mirror and smile. Remember we all have a stake in your MHPS organization and to make certain that anyone can be a member and enjoy the pier with me.

P.S. We had two suggestions in my **bucket** last month and I was thrilled! We will discuss them at a later meeting. I think that these suggestions had merit and should be discussed.

See you at the Pot Luck dinner on the 15th

Uniform- Comfort clothing to match the comfort food that we will be enjoying
Cdr. Ed Metivier



Figure 1. Cdr Metivier S, Receiving Suggestions in the bucket from Dave Rosenthal, SN.



R.

OCTOBER 2003

No 477

The foghorn

Newsletter of the
**MID-HUDSON POWER
SQUADRON**
A UNIT OF THE
UNITED STATES
POWER SQUADRONS ©

THE OCTOBER MEETING

MHPS Members and guests:

Please accept this invitation to the October Members Meeting.

Place: Poughkeepsie Yacht Club
Route 9 South
Staatsburg, New York 12580

Date and Time: Wednesday 15
October 2003 at 1830

Everyone please bring a covered dish meal item as this is a pot luck affair. The theme is "Welcome a New Member " and all members are welcome and welcome to and encouraged to bring a guest. No RSVP necessary. See you there.

George Danko, AP, Administrative Officer

September, MHPS meeting report.

The September 17th 2003 Members Meeting was held at Dickens English Pub Restaurant in Poughkeepsie, NY. Thirty-one members and guests attended.

Guest speaker, Sheriff Anderson gave an interesting talk about the various duties of the Sheriff's office on the Hudson River.

Jerry Toepfer, AP, Secretary

See the pictures on page 6, Editor

MID-HUDSON POWER SQUADRON SCHEDULE

October 8, EXCOM, at Cosmo's
October 10-11 District Fall Conference, and
75th Anniversary of Stamford Sail & Power
Squadron, Stamford CT
October 15, Members Meeting
Poughkeepsie Yacht Club
Route 9 South
Staatsburg, New York 12580
November 12, EXCOM, at Foster's
November Member Meeting, NONE
December 10, EXCOM, Cosmo's
December 17, Christmas party, TBA

MidHudson Power Squadron Bridge

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WEB SITE

The Mid Hudson Power Squadron web site is at
www.midhudsonpowersquadron.com
Where you can get all the information about the
Squadron.
Web Master, Dave Rosenthal, N



MHPS EDUCATION HAPPININGS

By SEO Lt.C Dick Coulter, AP
The **Squadron Boating Course** to be held at the **Kingston Power Boat Club**, set to start on September 23, 2003, was cancelled due to the lack of students (only two were in attendance). We need more and timely publicity about the next class to be scheduled. An announcement will be made as soon as a new class schedule can be put together with a plan for adequate publicity. Anyone interested in teaching an advanced course (Dick Winchell has offered to teach both a **Piloting Class** and **Weather**) or an elective course, please let Dick Coulter, SEO, know when and where they would like to hold the class. The class schedule for any such classes will be published in the next Foghorn.

John Enkler and Bruce LoPresti will teach an **Engine Maintenance** course starting Monday, October 6, at the Hudson Buick, Pontiac, GMC Dealership, on Route 9, next to the Galleria. The classes will begin at 1900.

Burce LoPresti is ready to take the three Marine Electronics Exams. We wish him luck!

A **Junior Navigation** (JN) class will be held starting on October 23, at the Cornwall Yacht Club. This course is presented by the Stormkill Power Squadron but all USPS members are welcome to attend.

Instructors are: D/Lt/C Fred E. Mangelsdorf, SN and P/D/C Wayne H. Garnsey, SN
Dick Coulter, AP, SEO



Figure 2. Dutchess County Sheriff Anderson addressing MHPS members at Dickens.

Kid's Safe Boating Course

By Pat Smalley, P

On September 28, the Kid's Safe Boating Course was given at the Poughkeepsie Yacht Club. Eight students between the ages of six and twelve attended. The weather was intermittent rain, but we were able to "swim" the 50 yards to land from our picnic table boat. Later we noticed the Hudson River rising, overflowing its banks and creeping across the parking lot, inching its way toward the clubhouse.

The children enjoyed dipping their hands into 50 degree water to learn about hypothermia. They each brought their own PFD and all wore them during several activities, including the "fashion show". We discussed the size, fit, color and condition.

Later they tried on other life jackets that were not the correct size and some not in good condition, which demonstrated what happens with improper fit and condition. The students practiced making the square knot and the figure eight. They practiced attaching a line to a cleat. They learned the basic parts of the boat and which color lights are on the port and starboard sides.

The children rescued some cooperative parents by tossing them a throw able device. The children took a 15 minute snack break. Then they learned two songs to help remember the many safety points. The HELP (Heat Escape Lessening Position) was demonstrated and practiced.

Finally, the class viewed a thirty minute video, "Adventures in Boating, with Bill Nye, the Science Guy." Each student received a participation certificate, a sticker, an activity/coloring book and two brochures for the parents, one about USPS and the other about the Mid-Hudson Power Squadron. The class lasted about three hours. All this was made possible by the wonderful help of Wolfgang Winklharer, Michele Tarsa and Betty and Don Gladstone.

There are no other classes scheduled at this time. If anyone would like to schedule a class at your yacht club or other organization, please contact Pat Smalley at 889-4242 or email: Lymey2@aol.com



Figure 3. Dutchess leaving the Rendezvous

THE RETURN OF DUTCHESS

By Pat Smalley, P

The decision to buy the Dutchess from Lloyd and Jessie Cudney and the preparations for this trip began months in advance of the accounting of this odyssey. This is the story of the delivery of the 44-foot CSY cutter rigged sloop back to the area she had left, the Mid-Hudson, 14 years earlier.

We continue the story with Day 6, Editor

Day # 6, Saturday, August 9

We left Godfrey Bay at 0645 hours toward Point Lookout Marina in Ridge, Maryland, in a bay off the Potomac River, approximately 36nm. There we will meet Minke and Joan. Eric will return with them; the crew will be reduced to five. After breakfast of English muffins, egg, cheese and bacon bits, Ed entertained us with numerous jokes and stories of his multi-faceted life.

We arrived at Point Lookout Marina at 1250. It was raining again! Minke and Joan were waiting for us. We all enjoyed lunch of grilled cheese with ham sandwiches and Ed-made coleslaw on board at the fuel dock. The boat was moved from the fuel dock to an overnight slip. Eric, Minke and Joan left to return to Gardiner, New York at about 1500. The boat was cleaned out of garbage and the heads "emptied".

Garbage on a boat can be a challenge. We recycled as much as possible. Boxes were flattened. We flattened all aluminum cans. The technique goes like this: square the sides, then twist and compress can top to bottom. The finished can is reduced to a fraction of its original size. One marina we used actually requested the recyclables be sorted and placed in specific containers. Since crew slept in the galley area, we removed all the garbage each evening. Sometimes it was stored in an empty ice chest, other times in a large black plastic bag and left on deck.

After clean up, John and Ed borrowed a marina car and went grocery shopping (\$168.94). David took a nap. Ernie and Pat stretched their legs. Walking is very important when living on a boat. Muscles atrophy and can feel weak. It takes time to adjust from sea legs to land legs.

This marina had a small restaurant, an in-ground pool, work sheds, office, showers with air conditioning, gift shop, boat yard, undercover storage, fuel, dump station. This was the party marina. Boat parties were on both sides of us that night. There was a nice breeze, which kept the mosquitoes at bay.

Just down the dock, within sight of our slip another CSY was discovered, all dressed and fitted. The owner was not around, but another boater knew the owner. Pictures were taken of the boat and a note written on John's business card was left behind.

Supper was beef stew and Oreos for dessert. All showered and turned in between 2200 and 2300 hours. David slept in the cockpit but not for the first time. He and Eric had slept in the cockpit the very first night in Oriental. If the weather cooperated and the insects stayed away, they enjoyed the outside.

Day # 7, Sunday, August 10

The next morning after a breakfast of cold cereal we got underway at 0800. Our goal for the day was 70nm. We headed back out into Chesapeake Bay and steered a course toward the north. We spent the day in and out of spit rain. This time the local peaches with lunch were delicious.

We dropped anchor at 1755 in a cove in Mill Creek off Whitehall Bay off the Chesapeake, just north of Annapolis, Maryland. This location is 2 miles south of Bay Bridge. We had shepherd's pie for dinner with sliced cucumbers and butterscotch pudding for dessert.

It was a beautiful night. The breeze was comfortable, no insects, intermittent moon, a necklace of twinkling lights on the double span Bay Bridge. During daylight there were birds' nests for watching. The site was busy with recreational boaters – water skiing, tubing, rafting. Other boats were anchored too, perhaps on a similar journey or out for the weekend. Turned in about 2300.

Day # 8, Monday, August 11

High tide was at 0600, so up early. We weighed anchor and were underway by 0645. Captain John negotiated the Dutchess out of the bay through a narrow passage. Military and commercial ships were out working already. Breakfast was eaten while underway. The autopilot had been disassembled, cleaned and reassembled. It was decided that the autopilot needed a name. Lloyd was agreed upon. So Lloyd was reinstalled but still was not functioning dependably.

We had lunch about 1300 and shortly thereafter entered Elk River, which took us to the C (Chesapeake) and D (Delaware) Canal. This canal connects the upper Chesapeake with the upper Delaware River and cuts across the top of the Delmar peninsula. At 1420 we entered Back Creek, the entrance to the C and D Canal, about 20 miles long, deep and wide. At the end of the canal we entered the Delaware River and set a course for south with rough seas, enough to wake Pat from a snooze.

Another challenge for our adventure was finding safe anchorages in deep enough water for our 6.5 draft ship. The Delaware River and Bay have very shallow shores. After studying the charts, a location was selected on the west shore. Tides were greater in this area than we had previously experienced. We found the very narrow opening through which we had to steer. The chart gave us about one foot clearance. The winds were from the southeast. We cut into the passage and stopped. Stuck again! (1715 hours)

The winds were leaning against the ship pressing it to starboard where there were rocks as part of the jetty. Ernie, and David with the Danforth anchor and $\frac{3}{4}$ " rode climbed into the dinghy and rowed out to the port (windward) side and dropped anchor. Upon returning the crew tried to winch the boat with the anchor and the rode. The boat did pivot, turning it such that it was sideways in the channel. Perseverance paid off and with the help of the wake of a passing ship to lift it, the Dutchess was set free from the grasp of the sandy shoal. (1805) The anchor was collected and the Dutchess headed for deeper water. John expressed thanks to the new anchor rode; it paid for itself. Everyone was much relieved. Forget this place, back to the canal!

We returned to the C and D Canal and dropped anchor at the side of the Canal at 1900 hours. Ed began cooking a one-pot meal of pasta shells, ground beef, onions, mushrooms and tomato sauce. Dessert was chocolate pudding and one Milky Way candy bar. Lights were out at 2230 for a peaceful night's sleep after a rather trying day. All's well that ends well.

Day # 9, Tuesday, August 12

The day began peacefully at 0645 with some fog. The seas were calmer than yesterday. We met some interesting commercial traffic, a Big Lift with two cranes each with a 275-ton carrying capacity. Breakfast consisted of sausage or jelly crepes, coffee, tea and OJ. At 1235 we retrieved an overboard hat, and it was NOT Pat's hat!

As we proceeded down the Delaware from the river into the bay the weather became more and more foggy. The remainder of the afternoon was spent finding our way through "pea soup" fog. Foul weather gear and PFDs were worn and all hands on deck to keep ears attuned to horns and bells and eyes on the close horizon. Our foghorn was on automatic every two minutes until it died, then we sounded the horn manually. The GPS and computer program, Cap'N, were our only guide to our location. One crew watched the chart on the computer and called out course positions to the crew at the helm. Using the radio we announced our position, speed and intended course, so other boats in the area would know where we were. We did not know where they were, since we did not have radar. We listened for the buoy to let us know that we were getting closer to our destination of Cape May Inlet. Around 1600 we began hearing distant, or not so distant, bells and horns from other boats in the area finding their way to the same destination. A larger, faster powerboat passed us on port side. We followed its wake as long as we could. We were straining our eyes to see anything that looked familiar. Soon we saw a jetty. We followed it at safe distance watching the depth constantly. The Dutchess wound her way into the inlet and the Captain selected a place on the chart where we dropped anchor at 1644 hours. Other sailboats were already anchored and we could barely discern the shore. We knew we were next to the Coast Guard Station.

Dinner was delicious as usual – ham steak with honey and pineapple, summer squash. For dessert we had brownies. At 2130 we were ready to retire after another day in the adventure of the Dutchess. Only one problem: the portapotties are full again! No one can go for the rest of the trip!

Day # 10, Wednesday, August 13

FOG!!!!!!!!!!

Not moving yet!

Breakfast was a mixture of eggs, English muffins and cold cereal, the mini-boxes. By 1100 the fog was lifting enough for visibility across the channel. There was a boating business there. Ernie and David set off in the dinghy to investigate. They returned with the telephone number of a full service facility just up the creek. We were in dire need of a place to shop, do laundry, empty heads and shower.

After a lunch of Ed-made vegetable soup and tuna salad sandwiches, we weighed anchor (1250) and headed up the inlet/canal to this "oasis" of services. By this time the

visibility had improved enough to see all the area. The Dutchess arrived at Utsch's Marina, between the canal and Schellenger's Landing, 1121 Route 109, Cape May, New Jersey.

This facility was exceptional. The showers were new and well designed. Each shower was a complete bathroom, just like home. There was a special house with four women's rooms and four men's rooms. In the same building was the laundry room. Each slip had a key to access these facilities. We needed two keys because there were so many of us.

The alternator failed on the way to the marina, so another was purchased and installed by David with assistance and advice from Ernie. The fuel tank was filled. Now we waited for the fog to dissipate.

We stayed at the marina the remainder of the day. By the time the fog had lifted inside the marina, it was too late to leave. The word was that the fog had been bad for about four days. The forecast was for clearing. When? We had lost a day and a half so far.

That evening we walked around Cape May, walked to the very popular restaurant, The Lobster House, with a half hour waiting list. Forget that!! We walked to another restaurant, The Cape May Inn, across the street. No waiting. We had an enjoyable meal, talked to restaurant employees. Ed finally got a Manhattan that was acceptable. We were closer to New York! We found out this restaurant was owned by The Lobster House Restaurant. After dinner we walked to Wawa's, an all-night convenience store where we found everything we needed. Everyone carried bags as we walked back home.

Day # 11, Thursday, August 14, 2003

Hopeful for an early start, we left the dock at 0700 and proceeded back through the inlet only to find thick fog remained. We dropped anchor at 0720 in about the same spot we had anchored the day before. Breakfast consisted of donuts, cold cereal, tea, coffee, OJ and bananas. We waited. By 0950 the fog was lifting and many boats were on the move again.

We had an air horn problem. The automatic one on the boat failed. The hand held air horn ran out of air. We had purchased extra air cans, only to find out upon trying to attach them, they did not fit. We dare not go out without proper equipment, so Ernie and David motored the dinghy all the way back to Utsch's Marina to buy a new air horn and several replacement cans that fit. This was a long trip, especially in a small boat in the haze with other boats going about like it was a bright sunny day! We kept contact with binoculars and two way radio. While we were waiting the Captain rung the bell for at-anchor fog warning.

With the return of David and Ernie, we weighed anchor and were finally underway by 1120 hours. Our goal for the day was Atlantic City. We had hoped to be at Sandy Hook by the end of this day, but...

FLIES !!!!!!! BITING, BLOOD SUCKING
FLIES !!!!!!! Sand flies, horse flies, houseflies?
We swatted flies all day long after we reached the ocean. Where did they come from? Were they hatched on board? Were we that infested? Did they come on board from shore? Everyone took turns with that wonderful free fly swatter we

got at Coinjock. We even used rolled up magazines. We gave permission to bat each other. Everyone was getting bitten! We possibly killed 2000 flies by the end of the day! Pat put on her sweat pants and rubber boots to protect herself. Thankfully, they lessened after sunset.

In spite of the flies, the weather turned out to be the best yet. The seas were calm. The winds were from the northwest (not conducive to sailing north, but...); the sky was still hazy with cirrostratus clouds, but visibility was great. At 1520 the mainsail and the staysail were unfurled to do some motor sailing. The ocean was perfect as we headed north up the coast of New Jersey. We saw a pod of dolphins out for their meal. We must have sailed right through their feeding grounds. First they were ahead of us, then around us, then behind. Another marine phenomena we observed were dark rippled areas on the surface where thousands of tiny fish were simultaneously flipping.

We approached Atlantic City. We kept going! So on we went, thinking we would travel all night. At about 1620 David got a call from Fran. The lights were out throughout most of the northeast and mid-west and parts of Canada. It was the biggest blackout in history! New York City among others was affected. We on the boat were not impacted by the problem. We had electricity, food, water etc. We listened to local radio for details. As evening approached with a beautiful sunset and the rise of a bright moon, we were even more convinced to continue into the night. Mars was approaching its closest proximity to Earth in our lifetime. Our fly blood-spattered vessel carried us surely and gently through the waters of the Atlantic off the coast of New Jersey, toward our destination, home, the Poughkeepsie Yacht club, Staatsburg, New York. The conditions were good – fair sky, calm seas, and almost no wind.

At 1945 we enjoyed a simple meal of Spam, baked beans, cucumber slices and Oreos for dessert. In preparation for night boating, David gerrymandered an LED light for the compass for night reading. We set up a watch schedule. Each person took a turn at the helm, while another kept watch out into the openness of the sea, watching for lights, identifying other ships, barges, fishing vessels, buoys and other navigational aids. Ernie and Pat took the first watch until 0100. Ed helped until about 2300, and then rested

Next, John and Ed took their watch and David joined them. Through the night we watched the lights. Was there electricity on shore? It appeared that New Jersey was lit. New York was not.

Day # 12, Friday, August 15

Everyone watched the sunrise over Brooklyn. We reached New York Harbor, passing under the Verrazano-Narrows Bridge at 0650. Breakfast was simple, no cooking. New York Harbor was very busy. We watched the ferries and the water taxis and the commercial traffic, the tugs and barges. The Statue of Liberty stood elegantly and John remembered the first time he saw her in 1953 on the deck of the Holland America Ship "Maasdam" as a 12 year old immigrant from Holland.

The tide was coming in and up the Hudson; we were traveling the fastest so far. At 0857 we stopped at the 57th Street Marina. The Dutchess was tied up at the pier to check the engine fluids since she had been running all night and

needed her daily inspection. All fluids were replenished. Left there at 0914. We passed under the George Washington Bridge at 0948 going more than 8kn.

At 1100 we crossed the New York State line in the Hudson River near Hastings-on-Hudson. Now New York State was on both sides of the river and we left New Jersey behind. We passed under the

Tappan Zee Bridge at 1128,
Bear Mountain Bridge at 1330 and
Beacon/Newburg Bridge at 1500.

We rounded the curves at West Point and identified familiar buildings on the grounds. It almost seemed like home. At 1443 hours just north of Bannerman's Island we came upon the replica of the Half Moon, Henry Hudson's ship. Ed had sailed her previously, so we slowed down and pulled up close. Ed greeted them. The captain, Chip Reynolds, and some crew recognized Ed. The captain yelled back that he needed Ed on his boat! To cook ?

Mid-Hudson Bridge at Poughkeepsie – 1621
Poughkeepsie Railroad Bridge – 1625
Poughkeepsie Yacht Club, Staatsburg, New York – 1718
We arrived! We tied up at the guest dock. HOME!!!!
And Dutchess was back in Dutchess County.



Figure 4, The September Meeting Place.



Figure 6. Pat Smalley and P/C Ernie Klopping listening attentively.



Figure 7. The audience and Sheriff Anderson.



Figure 5. Commander Metivier Leading the September Meeting At Dickens.



Figure 8, The Sheriff and his audience.